

## BY AUTHORITY.



In conformity with Section 334 of the Civil Code, notice is hereby given that the fisheries of the Government Kai or sea of Hilo Bay or Harbor otherwise known as the Bay of Waialeale, on the Island of Hawaii, shall henceforth be considered raboo during the months of November, December, January, February, March, April and May, for the protection of the said fisheries.

CHAS. T. GULICK,  
Minister of the Interior.  
Interior Office, July 22, 1884. jy29-w3t

THE PACIFIC  
COMMERCIAL ADVERTISER.

Tuesday, July 29, 1884.

## A MYSTERIOUS AFFAIR.

The discussion between the PACIFIC COMMERCIAL ADVERTISER and the Hon. Joseph Nawahi is beginning to assume the dimensions of a celebrated case. It will be remembered by our readers that the Hon. Joseph Nawahi addressed a letter to the ADVERTISER, stating that he wished his subscription discontinued. To this the ADVERTISER replied that Mr. Nawahi was three years in arrears on his subscription account, and that this request was a piece of ill-timed humor. This journal added, or meant to add, that the jest of a non-paying subscriber demanding that his name be taken off the books, was not in keeping with the present serious aspect of political affairs. Thus the matter stood until yesterday's sun shone bright and clear over this fair island. The shock that the discontinuance of Mr. Nawahi's subscription had given this office, filled the members of every department with anxiety—fortunately it did not seriously interfere with the appearance of the paper. The ADVERTISER was published, and the storm of doubt and trepidation which the receipt of Mr. Nawahi's letter had caused was carefully confined to the limits of the office, and not allowed to get on the street and create a panic. There was little sleep for the members of the staff, because when a gentleman like Mr. Nawahi objects to the censure of a newspaper, it can be plainly seen that a crisis is at hand. At 10:15.2 the following letter was handed into the ADVERTISER Office:

Honolulu, June 28, 1884.

Editor of the P. C. ADVERTISER:

Dear Sir,—Please send me your correct bill for my ADVERTISER.

Respectfully Yours,

JOSEPH NAWAHI.

On the receipt of this everybody breathed freer, and a large bottle of red ink, which had been kept on the ice all night in case of emergency, was removed to the store-rooms. The picket line which had been established between this office and the mounted police was called in, and the men allowed to take a much-needed rest. A large keg of maulage was rolled away from the office door, nine blotting pads, held for a desperate struggle, were stacked back on the shelves, and eighteen pounds of vermifuge were returned to the cellar.

At 11:24.3 another letter was handed in from Mr. Nawahi, as follows:

Honolulu, July 28, 1884.

Editor P. C. ADVERTISER:

Sir,—The statement made by you in this morning's issue of the ADVERTISER, that I was indebted to that paper for three years' subscription is untrue.

I forwarded, last November or December, the amount then due you to Mr. Frank Brown, who paid it over to you and took your receipt, which I now have at Hilo. When you forward to me a correct bill of what I owe you I will pay the same.

Will you please publish this in your paper.

Yours, &amp;c.,

J. NAWAHI.

The dark cloud of mystery which this last missive flung over the controversy again threw the office into dismay. A committee was hastily appointed to consider Mr. Nawahi's correspondence, and to discover if there was anything in these two important letters that might remove the impression of Mr. Nawahi's indebtedness to this office to the amount of \$23 and some odd cents. At a late

hour this morning the committee reported that there was not. A minority report stated that the letters differed chiropographically, and that they (the minority) believed Mr. Nawahi's secretary, or vice-secretary, or assistant secretary was responsible for the last note. And so the matter rests; the ADVERTISER, on the one hand, stubbornly insists that when Mr. Nawahi haughtily requested his paper be stopped, some \$23 and odd cents for three years' subscription should be deducted from that hauteur. On the other hand, we have Mr. Nawahi's declaration that his receipt for that \$23 and some odd cents rests in his bureau drawer, or on his piano, or among his private memoranda in Hilo. But our books do not bear the honored name of Mr. Nawahi, with these \$23 and some odd cents placed to his credit. Let us hope that in the near future the sun of truth will shine upon the obscurity of Mr. Nawahi's relations to the ADVERTISER, and we shall have the pleasure of seeing his account obliterated, with all the honors of war, from the list of uncollectable debts. When this time comes, we shall be proud to honor Mr. Nawahi, and to caution him against reading the ADVERTISER in preference to our sprightly and facetious neighbor, the *Dismal Bladder*, for whom we entertain the very highest obituary respect.

## THE AMERICAN SHIPPING ACT.

THE United States Congress has passed "an Act to remove certain burdens on the American merchant marine, and to encourage the American foreign carrying trade, and for other purposes." This Act came into force on the first of the present month. How far it will tend towards its avowed object remains to be seen. So far as we can judge, its sole effect will be to relieve American shipowners from certain burdens, which, though highly vexatious in their character, are, after all, very trivial in amount.

One provision of the Act is, however, of a serious character, being an endeavor, peremptorily, to revolutionize a method of doing business which has numerical custom to back it. The tenth section of the Act prohibits, with the penalty of five (and if the Judge so chooses) imprisonment; also the payment of any advance to a seaman on shipping him. An exception to this claim is made in favor of whale-ships. Careful provisions against any attempts at fraud are made, and the Act is made to extend to vessels of every nationality that may be under the necessity of shipping seamen in an American port.

There is also another curious piece of legislation in this Act as to the liability of ship-owners, which we did not think the Congress of the United States was weak enough to pass. It runs as follows: "Sec. 18.—That the individual liability of a ship-owner shall be limited to the proportion of any or all debts and liabilities that his individual share of the vessel bears to the whole; and the aggregate liabilities of all the owners of a vessel on account of the same shall not exceed the value of such vessels and freight pending: *Provided*, That this provision shall not affect the liability of any owner incurred previous to the passage of this Act, nor prevent any claimant from joining all the owners in one action; nor shall the same apply to wages due to persons employed by said ship-owners." Why the owner of a ship should not be as fully liable for his first debts as the owner of a stage coach, or a hack, or a dray, it is beyond our ability to divine. In the end, such a law is likely to be an injury to the ship-owner rather than an advantage, because it must necessarily restrict the credit, which would otherwise be given to him.

## ON STREET RAILROADS.

What ails our esteemed evening contemporary? After a fit of decency and gentle manners, it feels again the burr which some low wag has placed under its crupper. On Saturday a street railroad bill came up for consideration in the Legislature, a measure which, if properly treated, cannot fail to effect a result beneficial to the whole people, and the *Hawaiian* rears, plunges and "backs" because some men interested in hack driving may be injured. Does it ad-

vocate the interest of the Chinese express drivers? We hope not. But neighbor, there are other citizens largely interested in the advance of the real estate which they own, there are families, who, like the publisher of the *Hawaiian*, could make a considerable saving, if street cars were to conduct them from their homes to the place of their labor and back again; there are parents to whom the possibility of sending their children to school at a smaller expense than express hire, or the maintaining of a carriage and team involves is a serious question. All this is wafted away because considerable capital is invested in hacks, horses and hackmen. It is a rule that property enhances in value, as communication by travel is cheapened and made easier. Such need of cheap, frequent and comfortable communication for places, schools and residences beyond the narrow town limits has been felt here long ago. It is hardly necessary to advert to reasons why this need has not been attended to ere this. The bill now before the Legislature which called forth this extraordinary comment of the *Daily Hawaiian* is intended to provide for just the want which is felt. The bill guards the rights of the community, and if it becomes a law, and under its provisions the project is carried out, it will be a benefit to the people without interfering with the business of the respectable expressman. Two years' notice is asked for, as a measure of justice to interests supposed to be prejudiced by the measure. The road cannot be built in a shorter time than a year and six months. If, however, such an undertaking were to throw out of employment one half of the hacks employed, the public by the change would profit, and we believe that if the question were rightly understood by the *Daily Hawaiian*, it would not stand forth as the champion of high rates of transportation, but advocate any improvement upon the present system.

The ADVERTISER commends such an improvement, no matter by whom begun, so that it be carried out. There is no reason why a person should not be enabled to travel to any point within the town limits for five cents, and to the suburbs for ten cents, as the bill proposes. The measure has been referred to the Committee on Commerce, and with such names on that Committee as the Honorables Isenberg, Widemann and Kaulia, we feel safe that this important movement will receive proper consideration. We do not find that any subsidy or aid is demanded from the Government or taxpayers. The bill, it seems to us, does not ask for any monopoly of the carrying trade. It does include in its behests, streets that are much used for travel, but the projectors are right, in that, because improvements, like the one intended by the bill, do not carry with them direct or immediate gain. We understand, from sufficiently authentic sources, that prominent citizens, such as John H. Paty, H. A. Widemann, B. F. Dillingham, Geo. W. Macfarlane, J. G. Spencer and others, take an earnest interest in the success of this project, which, if not beneficial to the general public, would not be entertained by those who intend to carry it out.

## COAST POLITICS.

Last month the Republican Convention was to the fore; this month it has been the turn of the Democrats. The California delegation was the delight of the press and the public during the Republican convention, but the Democratic delegates to Chicago were only successful in extinguishing themselves. They were on the losing side throughout. The first day they sided solidly on the side of Tammany against the unit rule, and most of them supported the Butler resolution in the platform, and were badly beaten on all motions to adjourn. The reason Field was not put in nomination was that he gave strict instructions not to put his name before the convention unless he could get at least one hundred votes on the first ballot. The managers found that only seventy, at the very highest, could be counted upon.

The weakness of the influence of the California delegation was freely commented on, and various causes assigned for it. Perhaps what more than anything else attracted the at-

tention of the convention to California delegates was the brilliant remark of Mr. Tarpey, of Alameda, on the opening day of the convention, when he said, as Mr. Thurman entered the hall: "California now gets her first view of Paradise." Ever since then the "Old Roman" has been known as "Old Paradise." The Field contingent, which kept open house during the session of the convention, and urged the candidacy of a man notoriously unpopular at home, caused the delegates from other States to wonder "what kind of a people those Californians are, any way." Then, again, the well-grounded suspicion that the delegation, although openly opposed to Field, had among its members several—particularly one gentleman with a military title, who insisted that Tilden would run—really worked in the interest of Justice. All these things being considered, it is not at all to be wondered at that the delegation frittered away its strength and presented a startling parallel to the position occupied by the delegation of California sent to the Republican Convention to work for Blaine.

To THOROUGHLY enjoy last evening's edition of our esteemed contemporary, the *Hawaiian*, it should be read in a graveyard. Seated on a nice tombstone, under the shade of a cypress tree, with an earnest suspicion of a ghost lingering around the immediate corner, the ghoulishly prophetic utterances of our dismal neighbor might be keenly relished. Or in the chamber of death, with the flickering taper light illuminating the pallid face of the corpse, and the moan of the mourners breaking the melancholy stillness of the night. Its perusal under any other circumstances would lack flavor though, perhaps, a dying man, with the attendant nurse fanning away the mosquitos with a bearse-plume, might have some relish for it, even in the presence of the grim angel.

We call the attention of all good citizens, who have the morality of the young boys and girls of this community at heart, to that rendezvous of licentious characters, yclept the "carousel" on Queen street. We do not know within whose province the suppression of this matter lies, but we do know that its existence is a direct provocative of vice, that it is a nuisance leading to the destruction of youthful innocence, and that the battered routes of the town, frequent this vicious resort for the destruction of thoughtless girls. We know of no better field for the exercise of home missionary talent than this disgraceful fester-spot. It would not be tolerated in any decent community, and we do hope it will be energetically crushed out here. There can be no apology for its existence, because under the semblance of an innocent amusement, it is, indirectly, perhaps, the immediate cause of the corruption of youths.

GOVERNOR CLEVELAND's personal appearance is thus described: His face, no less than his figure and action indicate strenuous vital force and that admiral co-ordination of faculties which is best expressed in the phrase "a cool head." Those traits, which are in part the result of early and constant self-training, have given him the air of conscious and quiet power, which belong only to the triumphant antagonist in the world's fight. His figure betokens herculean strength—massiveness is the best word for it—and there is in the smoothly shaven face the same token of equal solidity of character, with the suggestion of physical vigor in the soft brown mustache that strongly contrasts with the scantiness of hair on his head. There is a slight tendency to corpulency—as is usually the case in vital temperaments—and a double chin is beginning to hang down over the simple white necktie. There is nothing phlegmatic in the man's manner. His face lights up with a sympathetic smile, and without becoming animated and brilliant he is at once interesting, unaffected and intensely real. His business habits are of the simplest, and the ease with which a caller can secure access to him is said to be in striking contrast to the usual barriers to the public set up in gubernatorial chambers.

THE *Bulletin* of last evening takes us to task for a statement that the Legislature of 1873 censured the Ministry, but a resolution of want of confidence in the Ministry was lost.

We quote from the report of the Finance Committee of that year: "No charge of positive embezzlement or defalcation can be brought home to the present or any previous Administration of the Hawaiian Government; yet the Committee regret to say that they have to note during the incumbency of the present Ministry many irregularities of administration, and improprieties of expenditure, which, in their opinion, deserve the gravest censure." This report, censuring the Ministry, was adopted by a vote of 24 ayes to 17 noes, while the want of confidence resolution that succeeded it was lost by a vote of 26 ayes to 19 noes. We trust we have proved to the *Bulletin's* satisfaction the correctness of our statement on Monday.

THE races at Kapiolani Park, fixed for next Saturday, should draw a good crowd, as, apart from the sport, they have been projected for a most worthy object. It is possible that Captain Hayley and Major Purvis may ride a running race, but this item has not as yet been decided on.

## ISLAND NOTES.

KOHALA, July 24th.

It is reported about town that Jas. Raai, Esq., says he has his choice promised him of either the license to sell liquor or the Police Magistrate's office, and will take the latter if he does not secure the former. The friends of the Government here do not for a moment believe that such a man would be appointed Judge after the experience with the past few ignoramous that have held the office. Give us good judicial officers and many friends can be made by the powers that are. It is disgusting as it is.

Mr. Chapin and several employers of the K. S. Co. have just returned from Honolulu, where they went to look after the case of K. S. Co. vs. Mr. Hohn. Mr. Hohn seems to have taken the cake, however.

A small church is being built in Holowah next to the beer saloon. We don't know which will lead in the competition, but presume they will be mutually beneficial.

The Legislature draws to a close and people of our district are asking what has been done. Certainly nothing that tends to better matters. It is not fair to constituents to waste valuable time in personal encounters when there is so much that is needed, that time could be much better expended on.

The King's act in retrenchment as, begun with his own salary, is an example worth following. Why don't the Representatives that went in simply to serve their country offer to serve without pay, and thus follow in the footsteps of their sovereign?

Weather is still fine, with rainy nights and pleasant days. Kohala has not seen so fine a season for years.

Most of our planters are mailing their assessment papers to the Assessor through the mail, so as not to lose chance of appeal.

There seems to be quite a business in pine apples, bananas, etc., in this district (local). If we had vessels going direct to the Coast there could be a large trade built up in such products.

HONOKAA, July 21st, 1884.

Some of the Paailo folks complain bitterly (and we believe with good reason) of the irregularity with which the steamer *Likeli* lands her freight at that port, generally carrying a part of it round to Hilo and back, thus causing a week's delay, which is a serious inconvenience to parties waiting for their goods.

A good story comes to us from Paailo of a young man, who few days ago, was overcome by fatigue (or other causes) and went to sleep in the billiard saloon there, and when he woke up found himself painted all the colors of the rainbow. The lines were so faithfully drawn and colors so nicely blended that his first inquiry (on looking at at himself in the glass) was if George Stratmeyer was in the district.

Mr. Nichols is in town, and we understand is going to lay a new tramway at Paailo to take off the present crop. Honokaa plantation has finished grinding the plant cane, and now has only some rattons to come off.

Fine rains have fallen all through the district for the last few days and planters are making good use of their time getting in their crops.

A Mr. Pond appeared before Judge Bickerton yesterday on a charge of gross cheat. It appears that he undertook to perform certain duties for the Government, for which he received payment in advance. Failing to carry out his part of the contract, he stands remanded until Thursday next.

At a meeting of the Fire Police of the Honolulu Fire Department, held Wednesday evening, July 16, 1884, Mr. W. E. Herrick, member of the Hook and Ladder Company, was unanimously elected Captain of the Fire Police for the ensuing year. The several companies will please take due notice.